Boston, Nov. 10 (Special) .- A cyclone is brewing in railroad circles. Close upon the heels of the announcement that a large reduction in the train service between Boston and Washington is con-templated, part of which is denied by the New-Haven officials, however, comes the official state-ment that on November 19 it is proposed by the New-Haven management to consolidate both the noon trains from Boston to New-York, with the object of saving a large amount of engine mileage. One of these trains leaves Boston by the Boston and Albany, and is delivered to the New-Haven at and the other leaves Boston by New-York and New-England, and is delivered to the Connecticut corporation at the same place On arrival at Hartford both these trains will be made into one and continued to New-York City tegether. It is also intended to change the time of the 2 p. m. Shore Line express to 3 p. m., so that it shall meet the 3 p. m. "White Train" from Boston, via the New-York and New-England, at New-Haven, and be consolidated with it in the same manner as the other two trains will be at Hartford. It is this latter proposition that is stirring up the cyclone, and the people who are making the biggest howl over it are the officials of the New-York and New-England.

General Superintendent I. D. Barton, of the New-York and New-England Railroad, says of the

The New-England has now only two trains into New-York. It formerly had a third train over the New-Haven lines known as the Washington express. This was a paying train, but the New-York, New-Haven and Hartford took it away. There are now fourteen trains between New-York and Boston, only two of which go over the shortest route—the New-York and New-England. These are at 12 o'clock and 3. The New-Haven refused THEN A SPECIAL COMMITTEE OF THE RAILmake the short time on our 12 o'clock train, but stopped at the principal local stations on their and made the time to New-York six and a half hours. Then, to kill the New-England train altogether, they put on a five-hour and forty-minute train by way of the Albany road to leave at the same time, and, of course, they sold the 12 o'clock tickets for the Albany train in preference to the New-England train.

Now the New-Haven makes both 12 o'clock trains six-hour trains, and merges them as one tain from New-York. Of course it will give an

"Now the New-Haven makes both 12 o'clock trains six-hour trains, and merges them as one train from New-York. Of course it will give an Albany ticket to a passenger desiring to come to Boston by that train, though, if he insisted upon having a New-England ticket he could probably get it at the Grand Central depot. The 'White' or 3 o'clock train, by way of the New-England from both cities, is the heaviest train over the New-Haven rails. It goes in five hours and forty minutes, and ought to be a five-hour train. It makes five-hour time on the New-England and slower time on the New-Haven. All 3 o'clock passengers from New-York now come over the New-York and New-England, but under the proposed order of the New-Haven the New-England train is abolished, or merged with the 2 o'clock Shore line, and tickets will be sold over the Shore line for 3 o'clock passengers, simply to kill the best-paying train of the New-England.

"It would require three months for discontinuance of this train under the contract, but nothing is said in the contract about change of time. We shall protest against this latest action of the New-Haven. The basis of division of receipts between the two companies is the pro ata mileage basis. The Sound Line agreement now requires less than saxty days' notice for termination. If any train is to be abolished to reduce expenses, it should be the five-hour 10 o'clock train over the Shore Line which is not run at a popular hour. The 3 o'clock rain over the New-England should be the five-hour fain, and it is an outrage not only against the New-England road, but against Boston and the travelling public to increase its running time from five hours and forty minutes to six hours.

The attempt to make "capital" against the New-York and New-England Railroad out of the changes announced in the autumn passenger schedule of the New-York, New-Haven and Hartford, led to the publication of a story yesterday about the "botting up" of the New-England road, in which it was suggested that the New-England road has been plac

CHANGES IN CENTRAL'S TIME TABLES.

The officers of the New-York Central are busy with the work of arranging the new autumn passenger schedule. In agreement with the Pennsiyania Railroad, all trains which have been running on a schedule of twenty-five hours to Chicago will be run through the winter on twentysix hours' time. The "Exposition Flyer," as previously announced, will be withdrawn, but a new service will be made to Cleveland by connections between the Empire State Express, leaving New-York at 8:30 a. m. daily, excepting Sundays, with a Lake Shore train at Buffalo.

THE INCREASE ONLY \$1,000,000.

Notice was sent to the Stock Exchange yesterday by the Evansville and Terre Haute Railroad, of the rescinding of the recent resolutions raising the capital stock from \$3,00,000 to \$6,00,000. The directors instead have decided to make the increase only \$1,000,000, but the new stock will be distributed as a scrip dividend on the payment by shareholders of \$20 a share in cash.

BIG RECEIPTS ON WORLD'S FAIR TRAVEL.

The Trunk Line Passenger Commission has completed its compilation of the World's Fair traffic from New-York to Chicago. It furnishes some idea of the importance of this business to the railroads.

Taking the average price of the tickets sold by all lines out of New-York from April 25 to October 30, inclusive, this result is approximated:

One-way tickets...... 70,000 at \$29 each \$1,400,000 Regular excursions... 42,000 at 30 each 1,250,000 Day coach excursions... 25,000 at 18 each 450,000 Totals137,000 \$3,110,000

if \$1,400,000 is added for the revenue on return fares of passengers who travelled on one-way tickets during the Exposition period the total sum received by the trunk lines on the business out of New-York City alone (including, of course,



KNOWLEDGE

Brings comfort and improvement and tends to personal enjoyment when rightly used. The many, who live better than others, and enjoy life more, with less expenditure, by more promptly adapting the world's best products to the needs of physical being, will attest the value to health of the pure liquid laxative principles embraced in the remedy, Syrup of

Its excellence is due to its presenting in the form most acceptable and pleasant to the taste the refreshing and truly beneficial properties of a perfect iaxative; effectually cleansing the system, dispelling colds, headaches and fevers, and permanently curing constipation. It has given satisfaction to millions and met with the approval of the medical profession because it acts on the Kidneys, Liver and Bowels without weakening them, and it is perfectly free from

weakening them, and it is percently fee in the every objectionable substance.

Syrup of Figs is for sale by all druggists in 50c, and \$1 bottles, but it is manufactured by the California Fig Syrup Co. only, whose name is printed on every package, also the name, Syrup of Figs, and being well informed, you will not accept any substitute if offered.

tickets sold in Brooklyn and Jersey City) will amount to \$4,510,000.

STOCK OFFERED FOR SUBSCRIPTION. ADVANTAGES FROM THE PROPOSED ISSUE OF LOUISVILLE, NEW-ALBANY AND

CHICAGO STOCK. The directors of the Louisville, New-Albany and Chicago Railway have offered the new preferred stock recently authorized for subscription by stock-holders at the rate of \$40 a share. The right is given to subscribe to the extent of one-eighth of the holdings in present preferred or common stock.
The transfer books will close on November 20, and
the right to subscribe will terminate on November 20. Payment for the new stock must be made by December 15. The Issue will be 15,000 shares and the proceeds will be used to provide funds to cover additional equipment made to meet the World's Fair traffic, and remedy a normal de-

ficiency.

The directors, in a circular to stockholders, point out the increase resulting from the investment made in new equipment. The net earnings for the last month amounted to \$525,502. Prixed charges were \$41,594, leaving a surplus of \$157,598. With the proportion of dividends on Chicago and Western Indiana stock the amount available for dividends was \$222,798. This is equivalent to nearly 5 per cent on the total amount of preferred stock after the new issue of 15,000 shares. The bonded debt of the company is only \$25,000 a mile, and it has no indirect obligations. The new freighthouse in Chicago, 550 feet long, adjoining the Dearborn-st, passenger station, will be finished within thirty days, and will more than double the area to accommodate Chicago freight. The directors say: "The recent improvement in the physical condition of the property by the replacement of iron rails with steel, and wooden bridges by iron, has been evidenced by a reduction in expenses, as well as by an increase in gross receipts. The additions to sidetracks and equipment have very much facilitated the conduct of the company's freight business, and although the recent commercial disturbance has caused some diminution of this branch of its traffic, yet the greater part of the reduction has been by the closing of the stone quarries in Indiana, which the owners are preparing to open in the spring to active employment, as in the past." The directors, in a circular to stockholders, point

WAYS WILL WORK ON A PLAN TO SE-CURE THEIR MAINTENANCE.

meeting of the Joint Executive Committee of the trunk lines and their Western connections was finished harmoniously yesterday, but its pracspecial committee of ten appointed on Thursday the morning, and then reported to the full committee in the afternoon. The report snowed that a number of plans for regulating the traffic had been discussed, but no agrement could be reached. The Joint Committee finally voted to reaffirm the The Joint Committee finally voted to reaffirm the agreements of last December for the maintenance of rates, and it was directed that on December 1 schedule rates should be restored on inland and on through export rates. The through rates are to be made by adding the ocean rate to the full inland rate in making up the through export rate on grain. It was left to the committee appointed on Thursday to devise a plan for enforcing the tariff. The committee consists of the New York Central, the Pennsylvania Railroad, the Erie, the Baltimore and Ohio, the Grand Trunk of Canada, the Lake Shore, the Pennsylvania Company, the Chicago and Grand Trunk, the "Nickel Plate" and the Cleveland, Cincinnati, Chicago and St. Louis roads.

Chicago and Grand Trunk, the Naker Tana and the Cleveland, Cincinnati, Chicago and St. Louis roads.

It has been a problem for years as to how the trunk lines could sustain through rates on grain to Europe. It is confessed that the practical solution may be as far off to-day as ever. Traffic Manager Murray, of the Cleveland, Cincinnati, Chicago and St. Louis, pledged his road to a maintenance of rates and promised to secure the assent of the Chesapeake and Ohio to the trunk line policy. These two roads in conjunction with the Chesapeake and Ohio Steamship line from Newport News, have it in their power to affect the situation materially. Even while holding inland tariff rates they may manipulate the rate by their ocean line so as to establish a through rate against which the other trunk line systems cannot well contend. It has been by the policy of a railroad bearing the loss on the operation of ocean lines which made ruinously low ocean tariffs that much of the usual demoralization in through export grain rates in the past has been caused. The special committee now undertaking to devise a scheme for maintaining tariffs hopes to be able to make provision against these manipulatiors, which are contrary to the Interstate Commerce law.

THE COMMITTEE OF THE AMERICAN RAILWAY ASSOCIATION TAKES A TRIP OVER A PART

OF THE NEW-HAVEN ROAD. sociation which has been considering needed im-provements upon some of the existing methods of careful examination of the elaborate system in use New-York and Boston would make little difference in the travel.

There were rumors yesterday that the New-England Company had changed its original route for the extension proposed from Brewsters Station to Leggett's Point. A director in the new company said that the New-England road had made three surveys for its New-York line. None of them differed essentially from the others, but it was deemed advisable to have more than one feasible route in order to facilitate the acquisition of rights of way.

On the New-York, New-Haven and Hartford Railroad, which occupied them almost all day yesterday. The party, numbering a dozen prominent occupied them almost all day yesterday. The party, numbering a dozen prominent operating officials of large roads, met at the Grand Central Station early yesterday morning, at the invitation of C. H. Platt, of New-Haven, who is generally appeared to the New-London. They were joined by O. M. Shepard, superintendent of the New-York division of the road; Signal Engineers Black and Dyce, of the New-Haven and New-York Central roads, respectively, and J. H. Prophila.

Central Station early yesterday morning, at the invitation of C. H. Platt, of New-Haven, who is general superintendent of the New-Haven system west of New-London. They were joined by O. M. Shepard, superintendent of the New-York division of the road; Signal Engineers Black and Dyce, of the New-Haven and New-York Central roads, respectively, and J. H. Franklin, superintendent of the Grand Central Division, who manages the entire train service between Mott Haven and Forty-second-st.

These men boarded a special train, consisting of an observation car, No. 270, one day coach and a light engine, and started for New-Haven a few minutes after the 9 o'clock Boston express left the station. Several stops were made in the tunnel and at signal towers, and the City of Elms was not reached until a quarter before 1. Here lunch was served, after which the New-York railroad men returned to this city, while Mr. Platt piloted his guests on to New-London, where a system of block signals which embodies some new features was inspected.

Superintendent Shepard said on his return to

signals which embodies some new inspected.

Superintendent Shepard said on his return to town that the members of the committee had been greatly interested in the apparatus on his division, and that some of them had never seen anything like it before. The committee returned to this city from New-London in the evening. To-day it will inspect the New-York Central and West Shore signals in a similar manner.

The final argument in the attempted foreclosure of \$3,200,000 of the second mortgage bonds of the New-York and Northern Railroad was held before Judge Dykman in the Supreme Court at White Plains yesterday. The controlling interests in this road are owned by the New-York Central and

WORK OF MARAUDING INDIANS.

growing season. The July returns of condition were high, being \$2.2, from which point there was a rapid decline, ending in the returns of October at \$5.1, a fall of a little over eighteen points, a result due in the main to the severe, extensive and persistent drouth.

The returns relative to potatoes give the estimated average yield an acre for the whole country at 722 bushels. The consolidated returns from the tobacco-growing States make the estimated yield an acre \$6.3 pounds, as against \$82 pounds in 182. The average yield of hay is reported at 1.2 tons an acre, as against 1.17 tons in 182. The reports as to the yield of buckwheat give a general average of 14.7 bushels an acre, as against 1.11 in 1892 and 15.3 in 1891.

Memphis, Tenn., Nov. 10.—The recent fine weather has aided the rapid disposal of the cotton crop in this district, and most of it has been marketed. It has also been picked out and prepared in an 1.1 rusually fine condition. Down in the Yazoo delta, and in the bottoms of the Arkansas side. cotton fields are nearly bare, and it is expected that by the end of the month there will be no more cotton to gather. The crop yield in a portion of the lower valley is not expected to exceed last year's in volume. In the hill country of Mississippi a fair yield is expected. Out in Texas over a week ago a large area had been picked clean, the gins had closed down, and the season's business was over, as far as field work is concerned. Texas is set down for a total yield of not over 1,700,000 bales, a decrease from last year of more than 2,100,000 bales, a decrease from last year of more than 2,100,000 bales, a decrease from last year of more than 2,100,000 bales. Deming, N. M., Nov. 10.-Frank Slebold, a merchant of Palomas, Mexico, four miles below the border, arrived here yesterday and brought news that town. They are one of the scattering bands of Indians who survived the horrible massacre in the engagement with Diaz's soldiers last May, and have since been roaming in the mountains. In the raid on Palomas they fired on the Custom House, carrying away twenty-five carbines and pistols, 300 rounds of ammunition and \$300 in money. They appropriated provisions and other supplies from the stores. One of the marauding band was killed in the engagement. After the raid they coolly camped in the town until prepared to leave it and distributed printed circulars, crying, "Down with Diaz' Viva la Republica!" The Government has ordered out troops.

Durango, Col., Nov. 10.—Rumors of another Navajo outbreak were received last night. It is reported that the settlers west of the Montezuma Valley had a collision with the Indians, killing four of them. A deputy sheriff left Cortez yesterday with a posse to force the Navajos back to their reservation. It is stated that they had permission from the agent to go off on a hunt and this has enraged the whites. that fifty Tomachi Indians on Wednesday sacked that town. They are one of the scattering bands



of certain bargains in Carpets, but our mills are making more of them, and they will be in stock again in a day or two. 3-shoot Wilton Velvets, 85c., formerly \$1.25. BEST

J. & J. DOBSON,

2 East 14th Street.

TARIFF BILL NEARLY READY.

IT ONLY AWAITS FINAL REVISION BY THE WAYS AND MEANS COMMITTEE.

UPON THE FREE LIST-A TAX ON INCOMES

Mashington, Nov. 10.—Ten days or a fortnight will probably see the new Democratic Tariff bill given to the public. The Democratic members of the Ways and Means Committee have not yet made their final revision of any of the schedules, but a number of them are decided upon for all practical purpose, and will not be changed except in minor details. The policy of the revenue tariff will be pretty closely adhered to in dealing with raw materials and partially manufactured goods, and considerable cuts will be made on finished products. The Democratic members decided at the outset that they would accept the declaration of the Chicago platform regarding the legislation of the last Conpares as their rule of action. That platform declared that the party "indorese the efforts made by the Democratics and cheaper manufactured goods free raw materials and cheaper manufactured goods and a half feet at mean tide. At ordinary high tide would give about twenty-six and a half feet of water that the party "indorese the efforts made by the Democratics of the present Congress to modify its most oppressive features in the direction of free raw materials and cheaper manufactured goods free raw materials and cheaper manufactured goods free wool and reduced duties on woollen goods, free sliver ores, reduced duties on woollen goods, free sliver ore goods and reduced by the LIId Congress—providing for free sliver ores, reduced duties on woollen goods, free sliver ores, reduced duties on woollen goods, free sliver ores, reduced duties on woollen goods, free sliver ore, reduced duties on woollen goods, free sliver ore, reduced duties on woollen goods, free sliver ore, reduced duties on the The bills which passed the House in the last Congress regarding cotton bagging and binding twine

The bills which passed the House in the last Congress regarding cotton bagging and binding twine made both absolutely free of duty, but there has been some opposition to those provisions, on the ground that they were not in harmony with other parts of the tariff, and it probably be made free tained. Block tunnamimously voted by the Ways and Amanimously voted by the Ways and the triplate manufacturers.

The chinaware schedules will probably be reduced 10 per cent on the existing rates of 60 per cent and 55 per cent. The McKinley bill restored the duty on coverings, which are a large element in the cost of chinaware, and practically made the increase in duty much greater than the apparent change in the advalorem rate. The silk-thics may not suffer much of a cut, and ting laws. The left at 30 per cent, as under existing the committee a good deal of treath between the New-England members from Northern Alabama and Eastern the members from Northern Alabama and Eastern the members from Northern Alabama and Eastern the mome tax, if some of the Democratic members of the House who are urging the proposition are to be believed. The pressure has been strong to impose a moderate tax on lincome as a restoring to the proposition are to be believed. The pressure has been strong to impose a moderate tax on lincome as a restoring to the proposition are to be believed. The pressure has been strong to impose a moderate tax on lincome as a restoring to the proposition are to be believed. The pressure has been strong to impose a moderate tax on income as a restoring to the proposition are to be believed. The pressure has been strong to impose a moderate tax on income as a restoring to the proposition are to be believed. The pressure has been strong to impose a moderate tax on income as a restoring to the proposition are to be believed. The pressure has been strong to make the proposition are to be b

in preference to putting duties back on tea, coffee or sugar. "Tom" Johnson, of Ohio, has protested earnestly against restoring the sugar duty, and has had the support of other Western members in preferring a moderate income tax to a renewal of the customs duties on the necessaries of life. The exact rate of the income tax has not been determined, but it will apply to all incomes above the amount named, with certain allowances for house rent and for losses through fire or other causes. It is calculated that an immense revenue can be derived from a small tax upon the incomes earned by professional and business men throughout the country, and this will equalize the disproportionate burden imposed upon the poor by some of the tariff duties. The adoption of the income tax will practically settle the question of increases in the internal revenue taxes on whiskey, beer and tobacco. It is possible that a small increase will be made on whiskey, but the rates on tobacco are likely to be left untouched.

COTTON AND CORN.

cessive moisture in some sections, and the ravages of the insect enemies of the plant, and some

other causes of a minor nature, Local estimates

vary in range from one-fourth to three-fourths of a full crop. The weather throughout the entire cotton belt has been generally favorable to pick-ing, and the department is advised that owing

to this fact a large part of the crop has been suc-

cessfully secured, a considerable portion of which has been harvested. The indicated yield, as aver-

aged from the country estimates, apparent errors eliminated, averages 148.8 pounds an acre. As severe

frosts have not yet been general, it is possible

that the reported expectations may be exceeded.

The November returns to the department of the rates of yield an acre of grain make the average

less than the average for the three years, 1890 to 1892, by a little over one bushel. The result is in

harmony with the reported indications during the

growing season. The July returns of condition were high, being 93.2, from which point there was a

THE GOVERNMENT CROP REPORT. FIGURES THAT INDICATE SMALL YIELDS OF Washington, D. C., Nov. 10.-The cotton returns Washington, D. C., Nov. 10,—The cotton returns of the Department of Agriculture for the month of November do not indicate a high rate of yield, but point rather to a diminished harvest as compared with that of 1892, which was less than any in the last decade. The causes of the light yield have been heretofore reported, namely, drouth, ex-

ARGUING ON THE FORECLOSURE OF BONDS.

Plains yesterday. The controlling interests in this road are owned by the New-York Central and Hudson River Railroad, and it was intimated by Simon Stern, who represented the minority bond-holders in opposition to the foreclosure, that the proceedings were instituted by the Central people "to freeze out and cripple a probable rival," the New-York and New-England Railroad. He further contended that a majority of the stockholders of the New-York and Northern objected to the fore-closure, which would work great injury to the minority bondholders.

Many of the leading New-York Central and Hudson River Railroad officials and stockholders were present in court, including Chauncey M. Depew, William C. Whitney and J. Pierpont Morgan, Messrs. Depew and Morgan gave testimony relative to the purchase of the New-York and Northern interests, Ex-Judge Green was present representing the New-York Central road, and David McClure representing the Farmers' Loan and Trust Company, as trustees of some of the bondholders of the New-York and Northern, Judge Dykman reserved his decision in the case, but intimated that the wish of the majority bondholders should prevail.

RUMORS OF A BLIND POOL NOT CONFIRMED Omaha, Nov. 10 (Special).-For days past there contemplated forming a blind pool for business originating in both cities, and stiffening up rates accordingly. Inquiry, however, fails to confirm the rumors, and until the Union Pacific-Northwestern rumors, and until the Union Pacific-Northwestern agreement is abrogated it is generally conceded such a pool is out of the question. George Crosby, general freight agent of the Burlington, thought a pool of this kind would be antagonistic to the Interstate Commerce law, and doubted if a blind pool could be maintained for any length of time. 'So far as such an arrangement would jeopardize the positions of the men now locally engaged in soliciting and contracting for freight, as rumored, I believe the tendency would be the reverse, as the roads would aim to do all the business possible under the operation of the pool. There has been some talk of an arrangement for pooling business, but nothing has been said lately, and I anticipate the whole matter has fallen through."

priety of the pension. He also asserts that a man-damus is not a proper remedy in such a case, and asks that the proceedings be dismissed.

THE NEW-YORK IS ALL RIGHT.

REPORTS OF DEFECTS IN HER CONSTRUC TION DENIED BY NAVAL OFFICIALS.

SEVERAL DOCKS IN WHICH SHE CAN BE AC COMMODATED-THE CRUISER SATIS-

Washington, Nov. 10.—Officials of the Navy De-partment to-day denied in emphatic language pub-lished reports to the effect that the armored cruiser New-York could not enter any of the naval docks bottom of the ship were necessary she would have can be found at hom. The further report that the New-York is unstable and otherwise defective met with an equally vigorous denial. The authori-ties pronounce the ship to be in all respects satis factory and efficient, and built in strict accordance with her designs. Reports to the contrary were deplored in view of the injury to the best interests of the Navy which would result from them. The New-York may, as reported, be slightly down

at the stern at present, naval officers say, but even if such is the case the defect is trifling and can be edied with little loss of time and at practically remedied with little loss of time and at practically no expense. It is not admitted that the ship is too low aft, but, even granting that she is, no difficulty will be experienced in righting her. tMerely moving some of the after weights slightly forward will overcome any defects of the kind which may be found to exist. When the New-York was examined in the drydock at the League Island Navy Yard preliminary to her official trial trip she was found by the Naval Board of Inspection to conform in all respects to contract requirements and to be satis-

THE ATTACK ON THE COSTA RICA. THE INCIDENT LIKELY TO PROVE MORE SERIOUS

In addition to the complaint and request for satisfactory explanation which will doubtless be lodged by the United States Government, there is reason to believe that the Honduran officials may have involved their country in a difficulty with a neighboring Central American Republic which will prove to be more difficult of adjustment than the first complaint. Advices received in Washington state that while Bonilla, who was the special object of the attack upon the steamer, was a native of Honduras, he is now an adopted citizen of the Republic of Nicaragua. About three months ago he was elected a member of the Constituent Assembly of Nicaragua, a body charged with revision of the Constitution of the country. The members of the Assembly are known as "Inviolables," and their personal safety is guaranteed by the Nation. At the time of the incident Bonilla was on his way from Nicaragua to Guatemala. It is stated that in his desire to obtain possession of the person of his ancient enemy, Bonilla, President Vasquez, of Honduras, ordered the officers of the apparant of the ship, and if the captain refuses to surrender him, to fire on the ship."

CONDITION OF THE TREASURY.

EXPENDITURES EXCEEDING RECEIPTS AT THE RATE OF #210,000 A DAY.

Washington, Nov. 10.-One-third of the month of Washington, Nov. 10.—One-third of the month of November expired with to-day, and it is shown that the Government's expenditures for the month have exceeded the receipts by \$2,250,000. The total receipts for the month so far have been as follows: From customs, \$1,565,000; internal revenue, \$4,561,000; miscellaneous, \$1,060,000. These figures shows a marked failing of in customs, receipts 84.561,000: miscellaneous, \$1,000,000. There agains show a marked failing off in customs receipts, which have averaged this month only \$150,000 a day. Internal revenue receipts have kept up to the normal. As November is always an "off" month of the normal of the norma or importations, it is not considered probable tat receipts from this source will improve to any appreciable extent during the remainder of the month. The figures at hand indicate receipts for the month of \$25,000,000 and expenditures of about \$31,000,000. Proportionately, the expenditures of the Treasury are greater in the first third of a month than they are in the latter two-thirds, while the receipts run along evenly. Of the expenditures so far made, \$4,500,000 has been on account of pensions. The Treasury net balance, which yesterday dropped below the \$160,000,000 mark, to-day recovered itself and stands \$200,000 above. The gold reserve gathers strength at the expense of the currency, being to-day \$5,182,000, while the currency latency to \$15,000,000. On November 1 the net Treasury balance was \$102,000,000,000, and on July 1, the beginning of the present fiscal year, \$122,662,000, of which \$55,485,000 was gold and \$5,575,000 currency. In round figures the total receipts of the fiscal year are \$112,000,000, and the expenditures on the Treasurer's books., \$120,000,000. This is an excess of expenditure of \$55,000,000. To this must be added, as will appear in the Treasurer's account appreciable extent during the remainder of the rates of yield an acre of grain make the average for corn 22.6 bushels, which is the smallest yield reported excepting those of 1885, 1887 and 1890 for the last ten years. The yields for those years were respectively 22, 20.1 and 20.7 bushels. It is less than the average for the ten years 1870 to 1879 by 4.5 bushels; less than the average for the succeeding decade—1890 to 1889—by 1.5 bushels and less than the average for the three years 1870.

Only \$3.00.

Can you imagine a genuine All Wool Suit For Boys,

AGES 7 TO 15,

at this price? The true value at retail is about \$6.00 or more. New Goods at less than cost of manufacture, is our claim just now for your attention.

NOTICE OUR WINDOWS.

DEVLIN & CO., CLOTHIERS.

UNION SQUARE,

44 East Fourteenth St.,

New York.

later this month, \$2,250,000 on account of interest on the public debt. The excess of expenditures over receipts, therefore, foots up for the fiscal year to this date to \$28,250,000, or an average of \$210,000 a

DEFECT IN THE NEW-YORK'S GUN CIRCLES Washington, Nov. 10.-It appears that the real reason for the delay in equipping the cruiser New-York for sea is the discovery of a fault in the gun circles, by which are meant the curved tracks upon to take them up and reflt them before the guns will be serviceable. The work should not occupy New-York Navy-Yard, where the vessel is now lying. It is believed that when this work is done the New-York will be sent on a short cruise, mainly with the purpose of securing accurate data touching the working of her machinery, her tactical ability, steadiness, etc., and when she returns to port she will doubtless have reduced the weight of her coal and other supplies, and consequently lightened her draught, so that she can be docked and repainted without difficulty at New-York or Norfolk.

APPOINTMENTS BY THE PRESIDENT. Washington, Nov. 10.-The President made the

To be registers of land offices-Frank M. Hopkins, at Aberdeen, S. D.; Frank W. Walls, at Tueson, Ariz.; John C. Slack, at Clayton, N. M. To be receivers of public moneys-Frank M. Broome, at Alliance, Neb.; Joseph C. Halland, at Clayton, N. M. Charles D. Rogers, of Sitka, Alaska, to be Clerk of the District Court for the District of Alaska.

GOLD COMES IN SMALL LOTS.

ARRIVALS DRIFTING INTO PORT,

FOREIGN EXCHANGE HARDENING-A RALLY IN STOCKS ON THE BEARS-SOME IR-

REGULAR FEATURES.

The engagements of gold for import which had been expected early in the week have not been foreign exchange market. Rates were higher yes-

first cancellation and 116 days after the first issue The largest amount of certificates outstanding at any one time was \$10,700,000. The securities de-posited as collateral approximated \$16,000,000 in

any one time was \$10,700,000. The securities deposited as collateral approximated \$16,000,000 in value.

Yesterday's stock speculation was extremely dull and irregular. There were some further sharp declines in prices, but on covering of shorts a general raily followed in the afternoon. New-York and New-England was decidedly active, and for the reasons noted elsewhere the price was depressed to 28, closing 3 per cent lower at 28%. Chicago, Milwaukee and St. Paul fell from 64% to 53½,65%, as the statement of gross earnings for the first week in November showed a large decrease after important gains in October. Chicago, Burlington and Quincy fell from \$25, to 81%, but recovered to \$25. The directors of the company will meet in Boston next Tuesday, and houses here with Boston connections are advised that the regular quarterly dividend of 11% per cent will be declared. The feature of the industrial stacks was Chicago Gas, which sold a triffe lower at 55% and then rose to 62½,462½, on purchases by the bears. American Sugar Refining fell %, per cent to 38%, and then rallied at 36½,669%. Distilling and Cattle Feeding broke % per cent to 29, but recovered to 30½,430%. American Cotton Gil declined from 32% to 30, and then rose to 31½. The general market closed with small net gains as the rule.

The business failures reported by R. G. Dan & Co. for the week numbered 351 in the United States and 27 in Canada, a total of 388, compared with 386 in the previous week and 236 in the corresponding week of 1892.

"Dun's Review" reports a more encouraging outlook for business. it notes that the monthly state-

and 27 in Canada, a total of 288, compared with 286 in the previous week and 236 in the corresponding week of 1892.

"Dun's Review" reports a more encouraging outlook for business, it notes that the monthly statement of the output of pig iron shows 89,070 tons weekly, against '3,895 tons by the statement of October 1, and 171,082 tons on November 1, 1892. There is a slight decrease in the stocks of unsold iron on hand. The sudden fall in the price of steel rails, which has been maintained at \$29 for a long time, but is now \$22 at the mills, has brought a quick enlargement of the demand, and in turn the demand for one, coke and pig from has improved. The sales of wool for the week have been 3,584,200 pounds at the three principal markets, against \$215,000 pounds last year. While the production of men's woollens from June 1 to November 1 was only 10,173,175 yards, against 17,085,019 for the same period last year, there is a good reason to expect a larger demand hereafter. The bank exchanges on clearing houses outside of New-York are 17.4 per cent smaller than in the corresponding week of 1892. The review summarizes the situation as follows:

The turn of the tide has once. Since the elections there has been a distinct improvement in business, and

there has been a distinct improvement in business, and greater confidence, the silver question being put defi-nitively out of the way and the chance of disturbing action in other respects being lessened, while the right of the people to rule their rulers has new vindicated. While it is jet too early to look for great changes, there is al-

Retailing Clothing At Wholesale Prices

Means to those who are privileged to buy in this manner a greater saving. perhaps, than they imagine. To illus-

We are seiling a very good Overcoat at \$8. The retail price would be \$12, and at that figure would be considered

We are selling for \$20 one of the long Poole Overcoats, "the latest fad." It is a garment that would sell at retail

We have \$100,000 worth of Fall and Winter Clothing, consisting of Men's and Youths' Suits, Light and Heavy Weight Overcoats, Full Dress Suita, Trousers, Fancy Vests, &c., and on every garment there is a saving in preportion as illustrated above. Worth thinking about, isn't it? IF DISSAT-ISFIED WITH PURCHASE, MONEY REFUNDED.

THREE DOORS WEST OF BROADWAY, TWO BLOCKS BELOW 9TH ST.

CONSTIPATION, hemorrhoids, bile, appetite, gastrio and ubles and beadachs from them. E. GRILLON, 38 Rue des Archives, Paris. Sold by all druggists.

WORCESTER SALT

IS White as Driven Snow.

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Because you've always paid high prices for your clothes, it doesn't follow that you always must. Certainly not this season. We're in the field now, retailing our entire stock of fine, reliable clothing at strictly wholesale prices, and if you don't dress fashionably and well at remarkably small cost, the fault is yours-not ours.

Sale at our wholesale building at Bleecker st., corner Greene-midway between Broadway and the Bleecker St. Station of the 6th ave.

Open to-night till 9.

HAMMERSLOUGH

Bleecker St., Cor. Greene.

Grace Parish Laundry,
50 Clinton Pl., bet. University Pl. & 5th-ave,
(fermenly 128 E. 13th-st.)
Under the personal supervision of a Committee of
Ladies. No machines or chemicals used, and every sale
tary condition carefully attended to. Each patron's clothing separately laundered. Terms, etc., can be had on application, personally or by mail, to the superintendent in
charge at the above address.

ready a distinct improvement in the demand for manufactured products since the action on the silver bill, some increase in the output of pig fron and in sales of wool, in the building trades in several cities, and the failures for the week latest reported show lower liabilities. In brief, the recovery which began when the Silver Repeat-

SCHEDULES FILED BY ASSIGNEES. The schedules of Eppinger & Russell, lumber merchants, of No. 66 Broad-st., show firm liabilities, \$358,865, of which \$288,897 are unsecured and \$69,868 secured, besides which there are \$70,391 contingent

liabilities; nominal assets, \$470,650; real assets, \$243,-355, of which \$74,610 are hypothecated, leaving net actual assets of the firm \$168,745. John K. Russell has individual liabilities, secured, \$18,500; nominal has individual liabilities, secured, \$18,500; nominal assets, \$103,500; net assets, \$20,500. Issae Eppinger has liabilities, \$5,000, nominal assets, \$10,127; actual assets, \$718. Included in the assets are about 197,000 acres of land in Florida. The principal creditors are the Market and Fulton Bank, \$37,768; Greenwich Bank, \$16,25; National Bank of Jacksonville, Fla., secured, \$18,500; J. Mizell & Brother, Kings Ferry, Fla., \$2,575; William P. Clyde & Co., \$7,341. Schedules of Russell & Co., merchants in the China trade, whose office was at No. 60 Wall-st. when they made an assignment, on June 9, 1891, to Henry Hannah, have been filed by the Atlantic Trust Company as substituted assignee. They show liabilities, \$2,24,859; nominal assets, \$1,24,333; fetual assets, \$49,573. Of these assets there was pledged for debts of \$78,256 property valued at \$403,255, and assets at Hong Kong, China, are claimed by the assignee there, valued at \$55,641, leaving net actual assets, \$56,966.

The schedules of William F. Kohring, liquor dealer at Second-ave, and One-handred-and-siztenth-st., show liabilities, \$25,121; nominal and actual assets, \$3,824.

CLOSING PRICES OF SAN FRANCISCO STOCKS. Y

The same reasons that secured the highest award at the World's Fair for COTTOLENE the new vegetable shortening, should secure for it an abiding place in your home. Cottolene is sold in three and five pound pails by all grocers. Made only by The N. K. Fairbank Company, CHICAGO. New York Office. Produce Exchange.